

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 85.

日一廿月五閏年一十二緒光

SATURDAY, JULY 13, 1895.

六拜禮

號三十月七英港香

THIRTY DOLLARS PER ANNUM.

Banks.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED £1,250,000
PAID-UP £688,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED ON CURRENT ACCOUNTS at the rate of 2 per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months, 5 per cent.
" 6 " 4 " "
" 3 " 3 " "

JOHN THURBURN,
Manager, Hongkong.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL £10,000,000
RESERVE FUND £5,000,000
RESERVE LIABILITY OF PROPRIETORS £10,000,000

COURT OF DIRECTORS:
J. KRAMER, Esq., Chairman.
Hon. A. Macdonald, Esq., Deputy Chairman.
Hon. J. J. Bell, Esq., S. C. Michaelson, Esq.,
G. R. Dodwell, Esq., D. R. Sassoon, Esq.,
M. D. Eckel, Esq., N. A. Siebs, Esq.,
R. M. Gray, Esq.

CHIEF MANAGER:
Hongkong, T. JACKSON, Esq.

MANAGER:
Shanghai, H. M. BRISTOL, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED ON Current Accounts at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 12 months, 5 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 3 months, 3 per cent. per annum.

T. JACKSON,
Chief Manager.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 5 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 12th June, 1895.

HONGKONG BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Subscribed Capital £500,000

COURT OF DIRECTORS:
D. Gillies, Esq., Chairman.
Chow Tung Shing, Esq.,
H. Stettin, Esq.,
Chan Kit Shun, Esq.,
Chief Manager.

INTEREST on deposits is allowed at 3 per cent. per annum.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £325,000

INTEREST ALLOWED ON CURRENT ACCOUNTS at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months, 5 per cent.
" 6 " 4 " "
" 3 " 3 " "

T. E. SANSOM,
Manager, Hongkong.

Hongkong, 6th June, 1895.

Notices of Firms.

NOTICE.

WE have this Day Established Ourselves as MERCHANTS at KOBE (JAPAN) under the Name and Style of

HEYNE, BRÜCKELMANN & Co.

M. EDUARD KRAUSE has been Authorized to Sign our Firm for Procurement.

HEINRICH HEYNE,
F. A. BRÜCKELMANN,
E. R. FUHRMANN.

Hongkong, 1st July, 1895.

Masonic.

PERSEVERANCE LODGE OF HONGKONG, No. 1165, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMAN'S HALL, Zealand Street, on TUESDAY, the 16th instant, at 8.30 for 9 o'clock, p.m. precisely.

Visiting Brethren are cordially invited to attend.

Hongkong, 10th July, 1895.

THE PHARMACY.

SPRAY PRODUCERS, CUT GLASS BOTTLES, SKITZCOENES, MANICURE REQUISITES, PINAUD'S PERFUMERY and TOILET WATERS, TONIC KOLA WINE, GOLDEN MALT, FARRIN'S EAU DE COLOGNE.

Sole Agents for "TANSAN" the popular Table-Water which contains 8 per cent. more free carbonate than that from any other Chalybeate Spring.

FLETCHER & Co.,
and
CARMICHAEL & Co., Ltd.

Hongkong, 12th July, 1895.

Insurances.

TYPHOON INSURANCE.

NOTICE.

HOUSE-OWNERS, TRUSTEES, MORTGAGEES and Others Interested in HOUSE PROPERTY are informed that THE COMMERCIAL UNION ASSURANCE COMPANY, LIMITED,

are prepared to accept Risks against LOSS or DAMAGE by TYPHOONS at Moderate Rates.

For Particulars, apply to
WM. MACLEAN,
LOCAL MANAGER, Hongkong Branch,
Comnaught House,
Queen's Road Central.

Hongkong, 1st July, 1895.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Underwritten AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.,
Hongkong, 28th May, 1895.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL TAELS 500,000 \$833,333.33
EQUAL TO RESERVE FUND \$318,000.00

BOARD OF DIRECTORS:
LEE SHING, Esq., LO YUK MOON, Esq.,
LOU TAO SHUN, Esq.

MANAGER—HO AMEL.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST, Hongkong, 19th December, 1894.

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED £1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on Goods, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.

HEAD OFFICE,
No. 2, Queen's Road West, Hongkong, 20th May, 1895.

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the Company's Office, No. 9, Praya Central, on MONDAY, the 15th July next, at 12 Noon, when the Subjoined Resolution which was passed at the Extraordinary General Meeting held on the 29th June, 1895, will be submitted for confirmation as a Special Resolution:—

"That the words 'and the Company may at any time by Special Resolution reduce its Capital in any manner permitted by law' be added at the end of Article No. 10 of the Articles of Association of this Company."

Dated the 29th June, 1895.

SHEWAN & Co.,
General Managers.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

A N INTERIM DIVIDEND at the rate of FOUR per cent. for the SIX MONTHS ending 30th June, 1895, will be PAYABLE on the 22nd July next, on which date DIVIDEND WARRANTS may be obtained on application at the COMPANY'S OFFICE, No. 5, QUEEN'S ROAD CENTRAL.

The TRANSFER BOOKS of the COMPANY will be CLOSED on 23rd and 24th instant.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 8th July, 1895.

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

A N INTERIM DIVIDEND at the rate of TWO AND A HALF PER CENT. (ONE DOLLAR AND TWENTY-FIVE CENTS per Share) for the SIX MONTHS ending 30th June, 1895, will be PAID to those Persons who are registered as SHAREHOLDERS in the above Company, on MONDAY, the 29th July, 1895.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd to the 25th instant, both days inclusive.

By Order,
EDWARD OSBORNE,
Secretary.

Hongkong, 11th July, 1895.

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS, No. 53.

TAIHEK BARRIER BEACONS, BLENNHEIM PASSAGE.

NOTICE is hereby given that the WESTERN or UPPER BEACON has been CARRIED AWAY. Until it can be replaced a boat will be moored to mark its position, on which, the red light will be hoisted at night.

J. H. MAY,
Harbour Master.

Approved,
E. FARAGO,
Commissioner of Customs,
Canton, 10th July, 1895.

HONGKONG TIMBER YARD, WANCHAI.

REGION PINE SPARS and LUMBER Always on Hand.

L. WALLORY,
Hongkong, 24th June, 1895.

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

28, QUEEN'S ROAD CENTRAL.



DAGGER PACKING

SPECIAL DAGGER PACKING FOR HIGH PRESSURE, ROUND OR SQUARE.

ASBESTOS PACKINGS of every description. ASBESTOS SHEETS, MILLBOARDS, CANVAS, &c. ASBESTOS COMPOSITION for COVERING BOILERS and STEAM PIPES. CANVAS CORE PACKING (Tack Fests). SPECIAL ENGINE and CYLINDER OILS. ASBESTOLINE, the most economical Lubricant. ALL GOODS BEARING TRADE MARK GUARANTEED.

Hongkong, 25th February, 1895.

THE CLUB HOTEL, 5, BUND, YOKOHAMA.

HOTEL METROPOLE, TSURUJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and forwarding information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in Tokyo or YOKOHAMA without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

C. T. BENNEY, Manager, YOKOHAMA.

L. DEWETTE, Manager, TOKYO.

FOR SALE.

G. H. MUMM & Co's CHAMPAGNE.

In cases of 2 doz. pints \$35 per case.
do " " quarts \$33 " "

SHEWAN & Co., Agents.

Hongkong, 13th May, 1895.

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS, "EXCELSIOR," HONGKONG, A. B. C. Code.

TELEPHONE, No. 35.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN QUEEN'S ROAD.

TIFFIN AT 1 P.M. DINNER AT 8 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in PRIVATE DINING-ROOMS.

For further Particulars apply to

THE MANAGER, MOUNT AUSTIN HOTEL.

Hongkong, 27th June 1895.

KELLY & WALSH, LD.

HAVE NOW ON HAND IN THE VERY FINEST CONDITION STOCKS OF THE FOLLOWING BRANDS.

TOBACCOS.

CIGARS. CIGARETTES.

WILL'S CAPTAIN NAVY CUT—Full Medium Mild.

PLAYERS' NAVY CUT.

WILL'S THREE CASTLES.

COPE'S BIRD'S EYE.

PIONEER BRAND.

HAPPY THOUGHTS.

PAGODA BRAND.

GOLDEN EAGLE.

COMPANHIA GENERAL CIGARS.

WILL'S THREE CASTLE CIGARETTES.

ODGEN'S GUINOA GOLD.

OTTO DE ROSE.

YELLOW PLUSH.

SWEET CAPORAL.

KELLY & WALSH, LIMITED.

Hongkong, 4th July, 1895.

SHAREHOLDERS

OF THE H.E. HOTEL ARE ASKED TO LOOK IN NOW AND AGAIN AND SEND A DOLLAR OR TWO, AND AT THE SAME TIME PRESENT THEIR OWN PROPERTY.

BIG DISCOUNTS ALLOWED TO STEADY PATRONS.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship.

"HAITAN," Captain Goddard, will be despatched for the above Port TO-MORROW, the 14th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers.

Hongkong, 13th July, 1895.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship.

"FORMOSA," Captain Hodgins, will be despatched for the above Ports TO-MORROW, the 14th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers.

Hongkong, 13th July, 1895.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship

"WHAMPOA," Captain Harris, will be despatched on MONDAY, the 15th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th July, 1895.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE (DIRECT).

THE Steamship

"AIRLINE," Captain Ellis, will be despatched as above on TUESDAY, the 16th instant.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 10th July, 1895.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA," Captain Cass, will be despatched as above on THURSDAY, the 18th instant, at 3 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 12th July, 1895.

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENESK," Captain Webster, will be despatched as above on TUESDAY, the 23rd instant, instead of as previously notified.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 12th July, 1895.

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Company's Steamship

"BULLMOUTH," Captain T. G. Scott, will be despatched as above on or about the 23rd instant.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, 12th July, 1895.

"SHIRE" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"MERIONETHSHIRE," Captain Davies, will be despatched for the above Port on WEDNESDAY, the 24th instant, at Noon.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 12th July, 1895.

"SPANISH MAIL STEAMSHIP LINE."

NOTICE TO SHIPPERS.

OWING to quarantine restrictions at Manila the S.S. "BARCELONA" will not call at this Port as previously announced.

The S.S. "CADIZ" expected here about the end of August, will load for SPANISH PORTS and LIVERPOOL.

For Further Particulars, apply to the Agency of the Company, No. 22, Stanley Street.

VILLA, LOPEZ & Co., Agents.

Hongkong, 12th July, 1895.

SAILING VESSELS.

FOR NEW YORK.

THE 100 A.I. British Ship

"BELMONT,"

will load here for the above Port, and will have quick despatch.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 17th June, 1895.

SAILING VESSELS.

NOTICE TO SHIPPERS.

FOR SAN FRANCISCO.

THE 100 A.I. British Ship

"ALCADO,"

Captain R. Conitt, will load here for the above Port, and be despatched on or about the 23rd July, a.c.

For Freight, apply to MELCHERS & Co., Agents.

Hongkong, 7th June, 1895.

FOR BALTIMORE.

THE 3/3 A.I. American Ship

"CENTENNIAL,"

Colcord, Master, now loading for the above Port, will be followed by the 3/3 A.I. American Ship

"STREED P. LITCHFIELD,"

Young, Master, to load here for the above Port during August/September.

For Freight, apply to MELCHERS & Co., Agents.

Hongkong, 24th June, 1895.

FOR SAN FRANCISCO.

THE 100 A.I. British Ship

"LYNDHURST,"

Martin, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply

To-day's Advertisements.

HONGKONG CRICKET CLUB.

MEMBERS are informed that the WEST RACQUET COURT has been REPAIRED and that both Courts are now OPEN to MEMBERS of the CLUB. Towards the end of August or early in September, it is proposed to hold a RACQUET TOURNAMENT, details of which will be made known later on.

EDWARD A. RAM,
Hon. Sec., R.K.C.C.
Hongkong, 13th July, 1895. [927]

ZETLAND LODGE.

No. 54, E.C.

A NERGENCY MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on WEDNESDAY, the 17th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 13th July, 1895. [928]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, VIA SWATOW.
(Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN, NEWCHANG, HANKOW and PORTS on the YANGTZE.)
THE Company's Steamship

"LOKSANG."

Captain Moncur, will be despatched as above TO-MORROW, the 14th instant, at Daylight. For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 13th July, 1895. [916]

"WARRACK" LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.
THE Steamship

"BRAEMAR."

Captain Porter, will be despatched for the above Port on SATURDAY, the 20th instant, at Noon. For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 13th July, 1895. [925]

FOR SINGAPORE.

"DARIUS."

Captain Curry, will be despatched for the above Port on SATURDAY, the 20th instant, at Noon. For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 13th July, 1895. [926]

BROWN, JONES & CO.

DEALERS IN
ITALIAN AND AMERICAN MARBLE AND
HONGKONG GRANITE CEMETERY
MEMORIALS.
LETTERS CUT AND FILLED WITH IMPERISHABLE
LEAD CEMENT.

Intimations.

DAKIN, CRICKSHANK & COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SODA WATER.

LEMONADE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, RESTAURANTS and other Large Consumers.
Any complaints should be addressed to the Manager.

Hongkong, 3rd May, 1895. [127]

A. S. WATSON & CO., LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The purest ingredients only are used, and the utmost care and cleanliness exercised in the manufacture throughout.

The water used is proved by repeated analyses to be absolutely pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfeit Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG." And all signed messages addressed thus will receive prompt attention.

Intimations.

The following is a List of Waters always kept ready in Stock:-

PURE AERATED WATER.

SODA WATER.

LEMONADE.

POTASH WATER.

SELTZER WATER.

LITHIA WATER.

SARSAPARILLA WATER.

TONIC WATER.

GINGER ALE.

GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.
Hongkong, 1st June, 1895. [9]

The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 13, 1895.

REUTER'S TELEGRAMS.

THE APPROACHING ELECTIONS.

LONDON, July 13th.
Daily meetings are being held and speeches made in different parts of the country, but so far a great absence of electoral excitement is apparent.

THE SIBERIAN RAILWAY.

The Standard's Berlin correspondent positively re-affirms that the extension of the Siberian railway through Manchuria has been definitely agreed to.

LORD ROSEBURY DECORATED.

(Special to *Stam Observer*).
LONDON, June 30th.
The Queen, on Lord Rosebury's final resignation of the Premiership, has conferred upon him "the most ancient and most noble order of the Thistle," which is restricted in number to only 16 Knights and the Sovereign and Princes.

LORD LIEUTENANT OF IRELAND IN THE CABINET.

LONDON, June 30th.
Lord Cadogan, who has previously held the appointments of Under Secretary for War (1875-80) and Lord Privy Seal (1885-92), has been appointed Lord Lieutenant of Ireland. Quite a new departure has been made by including this office in the Cabinet.

A CHEAP DECORATION.

LONDON, June 30th.
In accordance with the usual precedent, the American Consul Sir N. R. O'Connor, having been entertained in the City of London, the Lord Mayor has received the honour of Knighthood.

(From *L'Avenir Du Tonkin*)

PRINCE BISMARCK.

PARIS, July 4th.
An improvement in Prince Bismarck's condition is reported.

THE MADAGASCAR EXPEDITION.

ANOTHER FRENCH VICTORY.
On Sunday last General Metzinger defeated the Hovas close to Tananariva. A great number of the enemy were slaughtered. The French took great many prisoners as well as a large quantity of munitions of war. On the French side were killed and 15 wounded.

LOCAL AND GENERAL.

Mr. Maurice de Roussin, British Charge d'Affaires in Siam, has been created a Companion of the Order of the Bath.

MR. AND MRS. "Bella, dear, my head is almost on fire with the heat of the sun." "I was sure, love, I smelt burning wood somewhere."

The Kohhai says Mr. Barrett, special correspondent of the *New York Herald*, has obtained permission of the Japanese authorities to follow the troops in Formosa.

On the 29th ulto Mr. Arthur Bidoole, Barrister-at-Law, was admitted to practice in the British Consular Court at Bangkok. Mr. Bidoole was introduced by Mr. Vernon E. Page.

It was rumoured at Tientsin on the 1st inst. that Sir N. R. O'Connor had been wounded, but how, when, or where the correspondent of the *China Gazette* could not, for the life of him, find out.

RECENT Nanking advices report that Viceroy Chang has decided to order two battleships of 8,000 tons each, two first-class armoured cruisers of 5,000 tons each, and four second-class protected cruisers of 3,000 tons each, to be built partly in Germany and partly in England, as the nucleus of the new Nanyang Squadron.

Over 150 naval students are to be sent abroad shortly for practical study.

In the House of Commons on the 13th ultimo, Sir E. Ashmead-Bartlett asked the Under Secretary for Foreign Affairs whether the engagement by which the Russian Government undertook when Great Britain evacuated Port Hamilton, not to occupy any position in Korea, still held good; and whether the Russian pledge equally applied to the territory west and south-west of Korea? Sir E. Grey-I stated in reply to a previous question from the hon. member that full particulars with regard to the withdrawal from Port Hamilton will be found in the Parliamentary Paper, China, No. 1887, and that it would be seen from that correspondence that in the event of the British occupation of Port Hamilton ceasing Russia gave a distinct pledge to China that in the future Russia would not take Korean territory. Her Majesty's Government consider that this engagement still holds good. The engagement which was given by Russia referred exclusively to Korean territory.

LI HUNG-CHANG, according to the Tientsin correspondent of an Shanghai morning contemporary, "is eager and enthusiastic for internal reform; confident that he, that alone, has the 'one hope of China.' The vindication of his policy during the last twenty years will be complete when, later on, his memorials and State papers are the light of day."

WHY SHE GOES TO CHURCH—"Maude, do you go to church to hear the sermons?" "Oh, dear, no." "Then is it for the music?" "Well, it is some part of 'hem-hem.' " "Well, I go for the 'hims.' "

The Mission steam-launch *Day Spring*, will call alongside vessels hoisting code pennant C, between 9 and 10.30 a.m., on Sunday, to convey men aboard to the 11 o'clock service, returning about 12.30 p.m.

An Emergency meeting of Zetland Lodge, No. 525, E.C. will be held in the Freemasons' Hall, Zetland Street, on Wednesday, the 17th inst., at 5 for 5.40 a.m. precisely. Visiting brethren are cordially invited.

AT "SCHOOL." "Johnny, if you had your choice would you rather be as wise as Solomon, as great as Julius Caesar, as rich as Croesus, as eloquent as Demosthenes, as tall as Goliath, or be only as the prophet Elijah?" "Please, sir, I'd rather be a drummer in a brass band."

CH NA (Limited) is the name of a new company registered by Harvey and Speed. Its capital is £100,000, in £100,000 "A" and £200,000 ordinary shares of £2 each. The object is stated to be to seek for, and secure, openings for the employment of capital in the Empire of China and elsewhere and to dispatch expeditions, &c., with a view to the above objects. The directors to be elected by the shareholders. The qualification is £500, and the remuneration £51 each per annum.

PRESENTATION TO MR. H. E. WODEHOUSE.
There was a capital muster of members of the Fire Brigade and Police Force at the Central Station this afternoon on the occasion of the presentation of a magnificent silver cup to the Hon. H. E. Wodehouse, C.M.G., as a token of the esteem of the members of the Brigade and a mark of their appreciation of the able manner in which he has commanded the Hongkong Fire Brigade since 1883.

Mr. W. C. H. Hastings, Acting Captain Superintendent of Police, in handing the handsome silver cup, said that the members of the Brigade and the members of the Police Force were proud to have in their ranks a man of such high standing and who had so long and ably commanded the Hongkong Fire Brigade.

The cup bore the following inscription:—
PRESENTED BY THE PAST AND PRESENT MEMBERS OF THE HONGKONG FIRE BRIGADE
TO H. E. WODEHOUSE, ESQ., C.M.G., LATE SUPERINTENDENT OF THE BRIGADE, 1883-1895.
AS A MARK OF THEIR ESTEEM AND REGARD.

HONGKONG, 13th July, 1895.
In acknowledging the gift Mr. Wodehouse testified to the "extremely valuable services rendered by the whole Brigade to the community in the past, and in so doing mentioned the names of Sergeants Moffat, McCauley, McCowan and Widdell, and Mr. Campbell, the popular and ubiquitous "Brigade Foreman," who, he said, had been a member of the Brigade since 1883.

Before leaving Mr. Wodehouse said that he had a very pleasant duty to perform and it is to present Mr. Chow Fook (the clerk of the Brigade) with a gold chain in the name and on behalf of the members. This is presented as a mark of esteem and a slight recognition of many years' faithful service. Mr. Wodehouse then handed the chain to Mr. Chow who briefly and suitably acknowledged the compliment and the proceedings were soon thereafter brought to a close with a most interesting chattering ceremony in which Mr. Wodehouse's cup was substituted for the proverbial squalling bark.

CHIPPINGS FROM HOME PAPERS.

THE RUSSO-CHINESE LOAN.

It is announced from Paris that five French banking-houses have signed an agreement to raise the loan of six millions pounds sterling to China on the guarantee of the Russian Government. The Berlin correspondent of the *Standard* says:—"I am able to state that Russia offered to make an advance of ten millions sterling about four weeks ago, in accordance with the terms of the secret Russo-Chinese Treaty. Russia afterwards raised the amount to rather more than fifteen millions, after China and Japan had agreed that the former should pay half of the war indemnity, a little more than £100,000,000, and the latter, the remainder, £50,000,000, within six years. It is therefore, probable that China will hand over to Japan the fifteen millions sterling advanced to her by Russia, and indemnify the latter by territorial concessions, regarding which both are still silent. It is generally believed, however, that the territory in question is that which Russia needs in order to shorten the railway to Vladivostok and make a branch line to an ice-free port in Chinese waters."—*Public Opinion*, June 13th.

The Times, June 13th.

The Russo-Chinese loan is for £16,000,000 or 400,000,000 francs. The rate of interest is 4 per cent, and the security is, first, the Customs revenue of the treaty ports, and, secondly, the absolute guarantee of Russia. The loan is to be redeemable in 30 years and is convertible for 15 years. It has been taken by banks and financiers in Paris and St. Petersburg of the position which, in the ordinary course of things, must almost insure its success in the market. It will be issued to the public probably towards the end of the month in the capital named and in Amsterdam. France will have the gratification of appearing conspicuously once more as the generous and confident friend of Russia. It will be her privilege presumably to find the bulk of the money, and if French financiers are content to finance Russia's political schemes for the pleasure of seeing to themselves that they no longer stand alone in Europe, nobody need object to their patriotic sacrifices. At the same time, it is not clear to outside observers what are the substantial advantages their country derives from the process. As to Germany, the conclusion of the loan makes it clear that ever that her intervention in the Far East was either quite disinterested or very ill-considered. It has proved of great service to the two European Powers who are commonly regarded as the chief opponents of the Triple Alliance.

While Russia thus stands out as the one clear winner in the complicated game which has been

In progress since the Japanese first landed in Korea, the nature of her winnings is still a matter of speculation. Different territorial acquisitions are mentioned in St. Petersburg as the possible fruits of this marked victory of Russian diplomacy. Some persons talk of the surrender of the Chinese Pampas as the possible commission which Russia may expect to receive on the operation. Others name the long-coveted harbour of Port Lassarff, though a chance of ownership there might perhaps raise serious difficulties. A third manner, which appears to be less improbable than the others, states that Russia will find her compensation in concessions for the continuation of the Manchurian Railway. Without questioning that Russia may possibly look for some such immediate reward for her successful exertions on behalf of China, we are inclined to fancy that the real return which she expects is larger, more remote, and less tangible than any of those discussed by the gossip of St. Petersburg, which is not a particularly well-informed city, as is proved by the fact that first news of the loan reached the public on the News from English and French newspapers. The solid advantage which Prince Lobanov and M. de Witte have secured for their country is, as we have already pointed out, in the hold which the position of creditor will give Russia over China. They will let China flounder on, or give her further help to her financial embarrassments, which may be aggravated by this hypothetical loan of her best securities, as they think best. Meanwhile they will go on with the Siberian Railway and such additions to their fleet. The greatness of their policy lies in the fact that it is continuous and deliberate. It has its ends clearly fixed. It moves forward towards them steadily. It does not greatly concern itself whether it attains them a generation sooner or later. Our own statesmen might well take a lesson. Our policy is too often deficient in those qualities by which Russian policy is distinguished.

What concerns England more particularly, of course, is the motive Russia may have in view. We imagine it is nothing less than the acquisition of Port Lassarff or Port Arthur as a southern substitute for Vladivostok, which was originally intended to be the terminus of the Trans-Siberian Railway. A concession of one or other of those ports would mean an enormous saving to Russia in the distance to be traversed by her railway, which would be carried down through Manchuria instead of following the winding course of the River Amoor, and then descend to Vladivostok. It might also mean a good deal more than this. Having once got a free footing in Manchuria, and a port in Korea, or in the Liao Tung Peninsula, Russia would be master of the situation in China, and would in no great while be planning a vast network of railways, the outcome of which, in a political and commercial sense, we need not stop to speculate upon. This, indeed, is no mere dream. The Russian press is full of the subject. The *mot d'ordre* has been given, and every journal is echoing the words of the *Moscow Gazette*, which stated on the 1st inst. that "Korea is to belong to Russia or nobody."

Such is Russia's price, or rather a part of the price she is to get for conceding the Chinese Loan. It is a big price, and cannot be sure, if the bargain goes through, as it doubtless will in the course of the next few weeks. If this country, which contributes 50 per cent of the entire shipping trade of China, will not in the end have to pay a large part of the balance, in the meantime we are told by our Under-Secretary for Foreign Affairs that Her Majesty's Government do not make a statement with regard to negotiations between other Powers to which they were not themselves a party. As to the financial aspect of this business, it is to be borne in mind that the £15,000,000 loan is only the fringe of a much more important operation. China will have to find a further £4,000,000 before she has settled up her account with Japan. Will London and Berlin, who have so far been given the cold shoulder, interest themselves in this part? Perhaps. Anyhow, France would hardly be prepared to take upon herself the whole burden. If she were to do so, she would also expect to get in return? She already holds 200 millions sterling of Russian bonds; she is prepared to add another 10 millions to that sum, and therefore stands to be severely hit financially in the event of future political troubles. France is paying a heavy price for the empty carcases of Russia, and French financiers are every day becoming more fully aware of the fact. They begin to distrust the wisdom of a patriotism which sacrifices everything to a mere shadow, and deepens an isolation that has been so bitterly felt for a quarter of a century.

FRENCH FOREIGN POLICY.

Public Opinion, June 14th.

In the Chamber on Monday Mr. Millerand brought forward his intervention regarding the concerted action of France, Germany, and Russia in the Far East. He and other members of the Extreme Left taunted the Government with subservience to Germany in accepting the invitation for French warships to be present at Kiel. Mr. Hanotaux denied that the policy of the Government had deviated from the general line followed since 1871. The French vessels would go to Kiel merely as an act of politeness. Mr. Hanotaux then entered into an elaborate defence of the policy of the Government towards China, and the subject of attachment between China and Japan, in the debate that followed. Mr. Florentin, M. Goblet, and M. Ribot took part, and finally an order of the day approving the statements made on behalf of the Cabinet was accepted by the Government, and carried by 362 votes to 109.

Standard, June 13th.

The more striking and material feature of the Ministerial explanations, rendered yesterday to an enthusiastic Chamber under circumstances of sustained excitement, was the implicit assertion of the profound earnestness with which the aspiration to make good some day the territorial losses of the Far East is cherished, and of the silent, unwavering, imperturbable determination with which the means of recovery are being matured. Mr. Hanotaux was prepared to justify his conduct in backing the Russian protest against the Treaty of Shimoda, by a reference to the material interests France has in saving China—the huge neighbour of its Asiatic domain—from the humiliation and ruin with which the original terms of the Settlement menaced it. But the consideration which he emphasized as dominating was the fundamental necessity of being faithful and energetic in showing Russia the value of French friendship. The Treaty of Alliance with the Czar—Mr. Ribot explained—could not be published but the telegram in which M. Hanotaux responded to the appeal of St. Petersburg was read in full, and is eloquent indeed. "France places her alliances amongst her first-rate considerations," and, in pursuance of this view, put herself unreservedly at the disposal of the Imperial Government as regards the conditions of peace. What is to be the reward for this devotion? The question was asked more than once in yesterday's Debate, but the solution of the problem was judiciously left to intelligent imagination. Mr. Hanotaux was content to dwell upon the fact that France has emerged completely from isolation; that it has built up a

power which enables it to speak with authority at the European Council, and to respond to the advice on a subject of desire. The understanding with Russia, whatever it may be, is destined, so the Foreign Minister predicted—to "bear fruit." The policy of action and expansion had, so far, already prospered. The alliance with St. Petersburg was dictated, we are told, by political needs. But how and when the joint resources are to be directed to the attainment of common ends was not revealed. It is certainly worth the notice of British Statesmen that the attention of France in 1895 was so completely absorbed by questions of present trouble, and that the Russian Question was officially pronounced to be "still pending."

Daily News, June 11th.

M. Hanotaux made the strongest possible statement when he reminded his hearers, in effect, that a former Chamber had preferred a vote to a policy at the outset of the troubles in Egypt, and had ever since had to pay the penalty of an ineffectual repentance. That is exactly what happened. There would have been no Egyptian difficulty if France had accepted the loyal invitation of this country to co-operate in the operations against Arabi. The *Journal* triumphed over the statesmen. France, was persuaded to see something sinister in an offer on our part which was the simplest fulfilment of an international obligation, and we were forced to act alone, with consequences that have ever since proved only less inconvenient to ourselves than to our old associate in the Dual Control.

Shipping Daily Telegraph, June 12th.

In France a powerful alliance is a thing to be sought after; in England it is called "an entente cordiale." In France, the political leader who shows himself most jealous of his country's honour is the most popular, but in England he is sneered at as "a jingo." In both countries it is the plan of the Minister for Foreign Affairs to show steadfast friendliness towards his country's friends, and not to shrink from aggressive defence against her enemies, but to put our country to work on a hand-to-mouth system, to put party above patriotism, to speak of honour in Falstaff's disparaging vein, and to treat private and official duties as much as wave paper. For these follies there will be a day of reckoning. It is not nearer than most Englishmen think. How do our Liberals like the outlook? Have Navarino and Delcigne taught them nothing?

PARLIAMENTARY.

THE ARMENIAN DIFFICULTY.—On Tuesday Mr. W. Ambrose asked whether there was any treaty obligation on Great Britain, and distinguished from a mere declaration of right, to interfere in the affairs of Armenia. Sir E. Grey said the article of the Treaty of Berlin which was relevant to the point raised by the hon. member was the 61st. Mr. W. Ambrose further inquired whether the Government were acting upon a sense of duty created by the treaty upon a policy entirely their own. Sir E. Grey said Her Majesty's Government had been acting with two other Powers, but they had continually made representations to the Porte during several years past, and the representations which had been made lately were only in continuation of the policy which had always been pursued by various Governments. Mr. T. G. Bowles desired to know whether the project of reforms, as published in the English papers, was the correct text of the document. Sir E. Grey replied that, with the exception of one or two errors of translation, the version in the *Times* was substantially correct. In answer to another question, Sir E. Grey said that, as had been previously stated, a treaty of alliance had been proposed to the Porte by the Embassy of Great Britain, France, and Russia. The full text of the reply of the Sultan had only been received within the last few days, and still had been considered by the three Governments no further statement could be made. Papers could not, therefore, yet be laid upon the table of the House. —*Public Opinion*, June 14th.

RUSSIA AND CHINA.—Mr. T. G. Bowles asked the Under-Secretary for Foreign Affairs whether Her Majesty's Government have any knowledge of negotiations being in progress between the Court of France and the Government of Russia in a subject of attachment between China and Japan, in the debate that followed. Mr. Florentin, M. Goblet, and M. Ribot took part, and finally an order of the day approving the statements made on behalf of the Cabinet was accepted by the Government, and carried by 362 votes to 109.

SHIPPING NEWS.

THE AMERICAN LINER "ST. LOUIS."

NEW YORK, June 12th.

Ere this letter reaches you the new American liner *St. Louis* will be on the way across to Southampton, for she is now here getting ready to leave on Wednesday next at 11 o'clock. It is probable that British naval architects and naval critics will not hail her as a beauty, for I have yet to meet an American who has given expression to that opinion. I was standing with three old and experienced American shipmasters watching her from a window overlooking the harbour as she passed up the North River on her first arrival here last Wednesday, and the silence among the group, as one looked at the ship, was almost painful. Then came the following about the vessel's appearance: "The *St. Louis* has not the style of the British-built liner, and yet it is difficult to say in what one respects the difference lies. It is rather in a multiplicity of details. She is higher, in proportion to her length than the average ship, putting one somewhat in mind of the cable steamer *Faraday*, when light. Her two masts are very far apart, and their appearance is marred by having heavy, old-fashioned topsails instead of being plain pole spars. Her two funnels are not nearly the diameter of those of the big Conard ships, while they are about the same height and have an odd-looking ring about them such as one sometimes sees on the top of a locomotive smoke-stack. In various other respects the new ship presents a contrasting appearance to the average British liner, but it is not so much the appearance as the seaworthiness expected of her, all matters of appearance will be forgiven. In equipment she is certainly fitted in all respects up-to-date. To-day a press-view was given of her, and on Monday she

public will be admitted on board at 25 cents a head for a charitable purpose. It is stated that she attained 31 knots at one time of her trial trip, but none except the Company's officials and selected guests were on board. It is generally understood that upon her success will depend the order for another American liner to be given the *Cramps*, as I intimated in a previous letter. From a distance at sea the *St. Louis* would pass for an American coastwise or West India liner, but in cable appointments she is conspicuous. It may not be generally known that the Standard Oil Company's officers are among the largest owners of the *Cramp* ships. These yards have now about 55,000,000 worth of new vessels under construction. All the new ships of this line will be registered from New York because this State imposes no taxes upon shipping for either State or local purposes. Captain William G. Randell, who commands the *St. Louis* is a native of Dartmouth, England, but his wife is an American, and he has made his home on the banks of the Delaware since boyhood.

LATER.

The new American liner *St. Louis* left New York on the 5th inst. at 5.15 p.m. with 320 first, 175 second, and 260 third-class passengers, 23 bags of mail, and 300,000 dollars of specie. She is expected to arrive at Southampton at midnight to-day (Wednesday). The vessel's dimensions are: Length over all 354 ft. 3 in., length between perpendiculars 335 ft. 3 in., breadth 63 ft., and depth moulded 42 ft. 3 in. She has 17 watertight compartments, and her displacement at 25 ft. draught is 16,000 tons. The main saloon has a length of 110 ft., and a width of 50 ft., and it is beautifully decorated. The vessel is lighted throughout by electric light. Accommodation is provided for 320 first-class, 200 second-class, and 250 steerage passengers. There are two quadruple-expansion vertical cylinders engines on four cranks driving twin screws. Steam is supplied by ten boilers, at a pressure of 160 lbs. It is expected that the engines and auxiliaries will develop about 20,000 h.p.

BRITISH ITEMS.

On Wednesday last week Messrs. Scott & Co., Greenock, launched the steel steamer *Manila* for the Ocean Steamship Company, of Liverpool. Her dimensions are 390 ft. by 47 ft. 3 in. of about 4,500 tons gross, with a deadweight carrying capacity of 5,500 tons. A large crew was present at the launch, including Mr. John Scott, C.B., and Mr. John Scott, Mr. Alfred Holt, of Liverpool, and Mr. and Mrs. John Swire, London. On leaving the ways, the new vessel was gracefully christened *Manila* by Mrs. John Swire. The *Manila*, which is a sister ship to the *Orestes*, *Dardanus*, and *Diomed* recently built by Messrs. Scott & Co. for the same company, will be supplied by the builders with triple-expansion engines of 2,500 indicated horse-power, the diameter of cylinders being 35 in. 4 in., stroke 45 in., and 15 in. respectively, with a piston stroke of 6 in. Like her sister ships, the *Manila* is essentially a cargo-carrying steamer, and the details and other appliances on board for the handling of goods are of the most efficient description. She is supplied with Harrier's steam-sterling gear.

On Saturday last the steel steamer *Arctik*, built by Sir Rayleigh D. & Co., Middleburgh, for the China and Japan trades, to the order of the Ocean Steamship Company (Messrs. Gelliey, Hankey, Sewell & Co., London, managers), was taken to sea on her official trial trip. Her dimensions are: 372 ft. by 45 ft. 6 in. by 28 ft. 4 in., with a carrying capacity of 5,500 tons. Her deck is all of East India teak, and she is fitted in every way in a first-class manner for the eastern trade. Triple-expansion engines have been fitted by the Wallsend Shipyard and Engineering Company, Limited, of Newcastle-on-Tyne, with cylinders 37 in., 44 in., and 72 in. by 48 in. stroke, and working at a pressure of 170 lbs. steam being supplied from two 4-c. boilers fitted with Howden's system of forced draught. The trial was highly successful and satisfactory to all concerned.

RUSSIAN SH

tion with the East. These two vessels would be steamers of the *Calcutta* type, but larger and of superior capacity as passenger steamers. One of these vessels was being built by Messrs. Calcutt & Co., and appeared in the list as the *India*, and the other which was being constructed by Messrs. Harland and Wolff, was designated as the *China*. Both steamers would be in readiness for the autumn passenger season of next year. The *Assam* and *Calcutta* had been sold. The steamers altogether had been disposed of in little more than a year on very profitable terms, and producing £50,000 more than the sum at which they stood in the Company's books. During the period to which the report referred the Company's services had been carried on with the utmost efficiency. The *Victoria*, *Britannia*, which were employed during the whole of last winter in carrying troops to and from India, were released from that service at the end of March, and resumed their ordinary employment. The directors were happy to be able to add that the Admiralty, after submitting the service to public tender, had selected the same two steamers for the coming troping season of 1905-06. As changes in the personnel of the Company they had to announce that Mr. Bethune, who had acted for 20 years as Secretary resigned his appointment exactly after a total length of service extending to half a century. The Board had appointed Mr. H. H. Joseph to fill the post thus rendered vacant. Mr. Joseph had been abroad for upwards of 20 years, serving in various capacities at various agencies. The appointment which he latterly held was that of the Company's chief representative in China. As the proprietors were aware, the death of settlement provided for the appointment of three managing directors, but since the death of Mr. Henry Baskin in 1887, his place had never been filled up and the arduous duties of the management had fallen on himself (Mr. Thomas Sutherland) and Mr. Barnes, who had, however, been assisted by a very able staff. As the time approached, when all their mail contracts would absorb a very special amount of attention, and as the character of the Company's business tended every year to become more extensive and complicated, the managing directors had suggested, and the Board entirely concurred in the opinion, that the third place in the management should now be filled up. Acting, therefore, on the precedents which had always hitherto guided them in connection with the management, viz. that of promoting a member of the staff to the highest executive office, the Board now recommended that Mr. Adam Tait, one of the Company's assistant managers, should be promoted to fill this vacant post. Mr. Tait was for several years attached to the Company's agency in Bombay, and for some time served as superintendent at that important station, but for the last fifteen years he had been attached to the management in London, in which capacity he had afforded the Board an ample opportunity of estimating the value of his services. The directors had therefore much pleasure in submitting to the proprietors that Mr. Tait be elected as an ordinary member of the Board in order that he might be appointed thereafter as a managing director. The other two managing directors would retain their present positions. The Chairman concluded by formally moving the adoption of the report and the statement of accounts.

Mr. S. S. Gladstone, seconded the resolution, which was at once carried without discussion, and the dividends as recommended at the rate of 5 per cent. per annum on the preferred and 7 per cent. per annum on the deferred stock of the Company declared.

The meeting was then made special for the purpose of considering a resolution for the election of Mr. Tait as a Director of the Company. The Chairman proposed the election of Mr. Tait, which was seconded by Mr. Gladstone and unanimously carried.

Replying to the usual vote of thanks, the Chairman expressed the hope that for many years the Board would be describing of this treatment at the hands of the shareholders. He had almost forgotten to refer to the somewhat Oriental magnificence with which they were surrounded that day in their magnificently redecorated Board-room, but he trusted that it would be excused when he assured them that for twenty-five years they had not put a coat of paint upon the walls. The proprietors had, he doubt, remarked the very harmonious and beautiful frieze formed of the pictures which were exhibited by the P. & O. Company at the Naval Exhibition (illustrative of the ships of various nations and periods) and they were glad to have found a suitable means for utilizing these works of art. He assured them that the whole of this work had been carried out with the economy which was the distinguishing characteristic of the management of the P. & O. Company (applause).

The proceedings then terminated.

Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites, is a combination of two most valuable remedies, in a palatable and easily digested form having great healing and strengthening properties, and the valuable *Constitution* and *Health* diseases. Read the following:—"I have found Scott's Emulsion of great benefit in the treatment of phthisical and scrofulous diseases. It is extremely palatable and does not upset the stomach—thus removing the great difficulty experienced in the administration of the plain oil."—D. P. KENNA, L.R.C.S., Surgeon, St. Vincent's Hospital, Dublin. Any Chemist can supply it.—Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong.—*Adv.*

Intimations.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CANON ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies' and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PATCHES, or old FAVORITES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1895. [401]

SPECIAL NOTICE.

THE "HONGKONG TELEGRAPH" will be on sale at the Hongkong and Victoria Hotels, opposite the Hongkong Club, and at Pedder's Wharf, EVERY EVENING from 5.30 to 7.30 o'clock.

PRICE.....TEN CENTS.

Copies ordered from the Office will be charged the usual rate—25 cents.

Advertisers are reminded that the *Hongkong Telegraph* has by far the largest circulation of any English newspaper published in the Far East. THIS IS GUARANTEED. Terms on application.

Hongkong, 14th October, 1895.

Intimations.

HOP BITTERS.

FOR GENERAL DEBILITY, BILIOUSNESS, NERVOUSNESS, INDIGESTION, FEVER AND AGUE, LIVER COMPLAINTS and all KIDNEY DISEASES.

CHAMPAGNE BITTERS.

NOURISHING, INVIGORATING and REFRESHING.

WATKINS & CO.,

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FUJIYA HOTEL,

MIYANOSHITA, HAKONE.

Four and a half hours from Yokohama.

FIRST-CLASS ACCOMMODATION.

NATURAL HOT SPRINGS.

THE ELECTRIC LIGHT IN ALL THE BUILDINGS.

TWO ENGLISH BILLIARD TABLES.

EXCELLENT CUISINE.

SPECIAL RATES MADE FOR A PROLONGED STAY.

S. N. YAMAGUCHI, Proprietor.

THE STAG HOTEL,

(ESTABLISHED 1887).

148 & 150, QUEEN'S ROAD CENTRAL.

GOOD ACCOMMODATION.

MODERATE PRICES.

H. C. SHERMAN, Manager.

Hongkong, 27th June, 1895. [844]

WINDSOR HOTEL,

HONGKONG.

THIS ESTABLISHMENT, situated in the elegant building known as "CON-NAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favorable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM, Proprietor & Manager.

Hongkong, 3rd April, 1895. [420]

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL SUMMER RATES.

(FROM APRIL 1ST TO OCTOBER 31ST).

One person, per day.....\$ 4.00

One person, per month.....\$ 75.00

Married couple (occupying one room) per day.....7.00

Married couple (occupying one room) per month.....150.00

Married couple (occupying two rooms) per month.....170.00

For further particulars, apply to THE MANAGER.

New Victoria Hotel, Hongkong, 16th March, 1895. [125]

THOMAS' GRILL ROOMS,

No. 3, QUEEN'S ROAD CENTRAL.

I AM happy to inform my PATRONS that in connection with the GRILL ROOM, I have secured the 1ST FLOOR recently occupied by the CHINA FIRE INSURANCE COMPANY (above the present GRILL ROOM) and have fitted it up for

LADIES' DINING ROOMS, with all conveniences attached. I am also now prepared to serve

DINNERS, TIFFINS AND SUPPERS to Parties when Ordered distinct from the ordinary GRILL ROOM.

DAILY NEWSPAPERS AND PERIODICALS.

Hongkong, 30th April, 1895. [183]

BAY VIEW HOTEL.

THE "RAMSGATE" OF HONGKONG.

(On Shau-Mwan Road).

THE POPULAR SUMMER RESORT, and TERMINUS of the only pleasant DRIVE to be had on the Island. "BAY VIEW" occupies the best situation on the Shau-Mwan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southwest. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.

To the other attractions of this popular resort BATHING PAVILIONS

have been added, and a LAUNCH runs from the NEW PEDDER'S WHARF to BAY VIEW every half-hour after 3 P.M. daily.

Private Dinners or Tiffins prepared in First-class style on the shortest notice, and Meals can be served at all hours.

Hongkong, 13th August, 1894. [1723]

FOR SALE.

JAPAN HAND-MADE PAPERS.

JAPAN PRINTING PAPERS.

JAPAN COPYING PAPERS.

JAPAN WALL PAPERS.

Prices very moderate.

ORDERS respectfully solicited by the Under signed.

MITSUI BUSSAN KAISHA,

5, Queen's Road Central, Hongkong, 3rd August, 1894. [18]

For Sale.

NOTICE.

THE Underigned has been Appointed Sole Agent for WOOD & Co.'s well known COW BRAND OF FINEST AUSTRALIAN TABLE BUTTER.

In 1 lb. Tins. Fresh Stocks always on hand. Special Terms to the Trade.

GEO. P. LAMBERT, Duddell Street.

Hongkong, 30th April, 1895. [156]

SPANISH WINES.

THE Underigned having been appointed SOLE AGENTS IN HONGKONG and CHINA for the

COMPANIA VINICOLA DEL NORTE DE ESPANA, Bilbao,

ARVILLA Y CA, Cadix, and

SANCHEZ MEDINA, Jerez de la Frontera.

The Actual Producers of the Purest and Finest Wines in the World, are now in a position to Supply the Residents of HONGKONG and COAST PORTS, with the Genuine Article received direct from SPAIN, and hitherto unobtainable in these parts.

The following WINES are now in Stock:—

RIJOJA CLARETE.

A pure sound Claret of Excellent Aroma; infinitely superior to Bordeaux Wines, in casks (6 doz. quarts, about), at \$27.50, or bottled at \$30 per doz. quarts.

JEREZ ORO.

A Light Dry Sherry of Fine Flavour, at \$7 per doz.

JEREZ "COLON."

An Excellent Dinner Sherry, absolutely pure, at \$15 per doz.

JEREZ TATARABUELO.

A Delicious Wine, 30 years in the wood, highly appreciated by Connoisseurs, at \$30 per doz.

JEREZ "NECTAR."

A very Old Wine, 1784, full bodied; a splendid tonic, at \$40 per doz.

AMONTILLADO VIEJO.

Specially prepared for Invalids and delicate constitutions, at \$40 per doz.

MOSCATEL PURO.

A most delicious beverage of guaranteed purity and perfect flavour, at \$13 per doz.

VINO TINTO.

Ordinary Red Spanish Wine; received direct from the growers. A sound, healthy wine for everyday use.

In quarter casks (12 doz. bottles) at \$30 per cask.

Lovers of Genuine Unadulterated Wines have now an opportunity to satisfy their taste; obtaining their supplies direct from producers and thereby avoid intermediate profits.

The Origin and Absolute Purity of the above Wines are guaranteed.

Sample Bottles will be supplied to consumers.

VILLA, LOPEZ & Co., Agents.

Hongkong, 3rd May, 1895. [594]

THE FREDERICKSBURG BREWERY CO.'s

LIGHT PALE ALE,

Unsurpassed in quality and highly recommended by persons of Refined taste.

Makes a delicious and comforting drink during Summer Months.

H. F. BOTTLEWALLA, Sole Agent, No. 2, D'Almeida Street.

Hongkong, 5th March, 1895. [197]

CALBRECK, MACGREGOR & Co.,

WINE and SPIRIT MERCHANTS,

HONGKONG, SHANGHAI, LONDON and GLASGOW.

13, Queen's Road, Hongkong, 24th August, 1894. [125]

RIGAUD'S

EXTRACTS.

Sweet Scents from flowers.

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RIGAUD'S WHITE ROSES.

RIGAUD'S WHITE JASMINE.

RIGAUD'S WHITE LILAC.

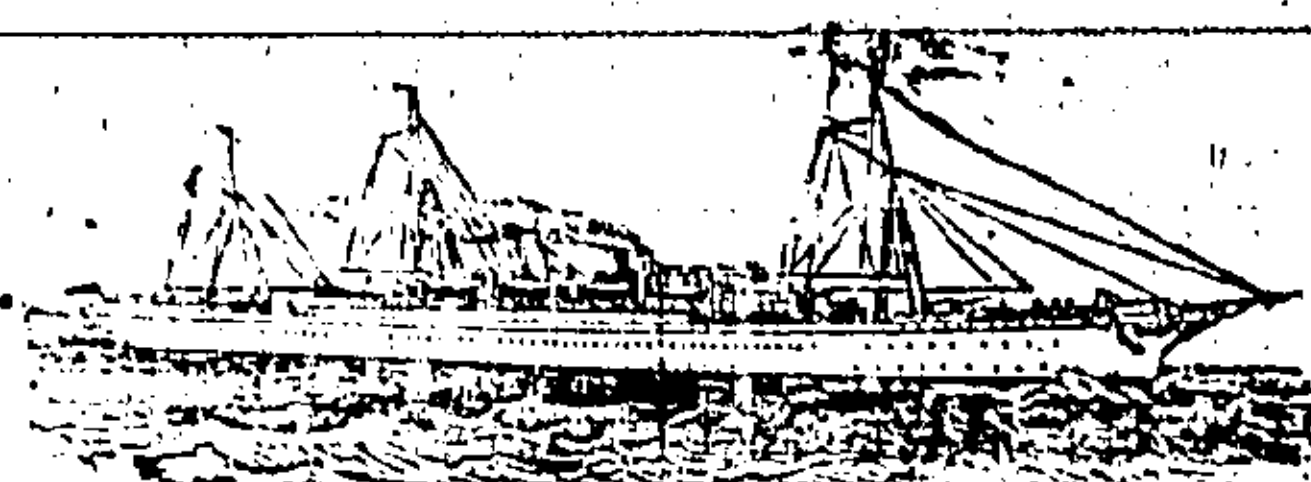
RIGAUD'S WHITE IRIS.

RIGAUD & Co., Parfumeurs, Paris.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1895.



1895.

SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R....WEDNESDAY, 24th July.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 14th August.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 4th September.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS on this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Adder's Street.

Hongkong, 3rd July, 1895.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belge (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... Tuesday, 20th July, at Noon.

Coptic (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... Thursday, 8th August, at Noon.

Galle (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... Tuesday, 27th August, at Noon.

THE Steamship "BELGIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU ON SATURDAY, the 20th July, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 18th June, 1895.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

"JEYES FLUID" THE BEST DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 9th March, 1895.

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent accommodation. "First-class Table, DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK \$350.

The Railroad (travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Victoria..... 3.167 Tuesday... 1 July 16.

Tacoma..... 3.540 Tuesday... 1 Aug. 6.

Hankow..... 3.594 Tuesday... 1 Aug. 27.

S.S. Tuesday... 1 Sept. 27.

Victoria..... 3.167 Tuesday... 1 Oct. 8.

Tacoma..... 3.540 Tuesday... 1 Oct. 20.

Hankow..... 3.594 Tuesday... 1 Nov. 19.

THE Steamship "VICTORIA."

Captain J. Patton, R.N.R., sailing at Noon, on TUESDAY, the 16th July, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canada and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the ste